

**STATE OF CALIFORNIA
DEPARTMENT OF PARKS AND RECREATION
OFF-HIGHWAY MOTOR VEHICLE RECREATION COMMISSION**

MEETING MINUTES

September 9, 2016
9:00 a.m. to 3:09 p.m.

City of Folsom
City Hall
50 Natoma Street
Folsom, CA 95630

OHMVR COMMISSIONERS PRESENT

Ted Cabral, Chair
Eric Lueder, Vice Chair
Tom Lemmon
Kevin Litwin
Kevin Murphy
Edward Patrovsky
Paul Slavik

OHMVR DIVISION STAFF PRESENT

Mathew Fuzie, Acting Deputy Director
Brian Robertson, Acting Division Chief
Kathryn Tobias, Legal Counsel
Susan Brock, Acting Administration Chief

OTHER OHMVR DIVISION STAFF AND REGISTERED VISITORS

AGENDA ITEM I – CALL TO ORDER – 9:00 A.M.

- (A) Pledge of Allegiance led by Chair Cabral.
- (B) Roll Call – Seven Commissioners present at time of roll call and two Commission member appointments vacant.

Chair Cabral introduced OHMVR Division staff and Lynn Sadler, Deputy Director of the Boating and Waterways Division.

AGENDA ITEM II – AGENDA MANAGEMENT

Receiving no objections to the agenda, Chair Cabral adopted the agenda as printed.

AGENDA ITEM III – APPROVAL OF MINUTES – JUNE 3, 2016 MEETING

Receiving no corrections to the minutes, Chair Cabral approved the minutes as distributed.

AGENDA ITEM IV – COMMISSIONERS' REPORTS

Commissioner Patrovsky reported on the following:

- He attended the San Bernardino National Forest public meeting and workshop regarding the Baldy Mesa project funded by the OHMVR Grants Program. Because the Blue Cut Fire burned most of the area, the project will not begin in January 2017 as previously planned.
- On August 11, 2016, he attended the State Parks Transformation Organizational Structure meeting held in Ontario.

Commissioner Litwin requested a moment of silence in honor of the anniversary of September 11 and reported on the following:

- He thanked staff for answering his questions about the budget process and the Grants program.
- He attended a meeting with Commissioner Slavik and the Los Angeles County Planner to discuss potential OHV recreation opportunities in the area.
- He also met with two candidates running for a Los Angeles County Supervisor position and discussed the possibility of expanding OHV programs within the County.
- On August 11, 2016, he attended the State Parks Transformation Organizational Structure meeting held in Ontario.
- On numerous occasions, he met with Senator Kevin de Leon, and staff from the Senator's office, to discuss the OHMVR Program sunset and AB 2175.
- He is reviewing the Carnegie SVRA general plan documents.

Commissioner Murphy attended the State Parks Transformation Organizational Structure meetings held in Sacramento and Ontario. He also participated in multiple telephone conversations with members of the OHV community.

Vice Chair Lueder attended the State Parks Transformation Organizational Structure meeting in Sacramento. He thanked Prairie City SVRA staff for the tour of the facilities.

Commissioner Lemmon reached out to Assembly Member Jones of San Diego to discuss the OHMVR Program sunset. He also attended the State Parks Transformation Organizational Structure meeting held in Ontario. He thanked staff for the tour of Prairie City SVRA.

Commissioner Slavik reported on the following:

- He attended a meeting at Hungry Valley SVRA with Chair Cabral, Division Chief Robertson, several OHMVR staff members, and Mark Speller, Executive Director of the National Youth Project Using Minibikes program. They discussed the possibility of integrating this program with the state's Off-Road PAL program.
- He attended a State Parks Transformation Organizational Structure meeting.
- On August 31, he attended an ATV Safety Education Committee meeting.
- Lake Castaic will host a Youth Recreation Day on October 15 and 16.

Chair Cabral reported on the following:

- He attended the State Parks Transformation Organizational Structure meetings.
- He continues to participate in the Transformation Advisory Committee meetings.
- He requested State Parks start a renaming process to name Onyx Ranch for Mr. Waldheim.
- He attended the meeting at Hungry Valley SVRA regarding the National Youth Project Using Minibikes program.
- He and Chief Robertson met with the Kern County Sheriff's Department to discuss law enforcement activities on the Pacific Crest Trail (PCT) and how it relates to OHV activities. The Kern County Sheriff's Department will present an update on the PCT to the Commission at the November meeting.

AGENDA ITEM V – AD HOC COMMITTEE REPORTS

ATV Safety: Commissioner Slavik reported that the ATV Safety Education Committee would like to hold a meeting at Oceano Dunes SVRA so they could look at the OHV rental situation. Chair Cabral suggested the OHMVR Commission also hold a meeting at Oceano Dunes SVRA in 2017.

BLM Liaison: Chair Cabral reported that he spoke with Jane Arteaga from BLM about the recently released Clear Creek Management Area report. He also expressed his disappointment in the lack of recreation content in BLM's News.Bytes.

Clear Creek Management Area: In response to Commissioner Slavik's inquiry, Chair Cabral stated that the BLM Commission meeting report would address the letter denying the Commission's protest letter.

Cost Recovery: Vice Chair Lueder stated that permit fees for special events held on public lands are very subjective and based on the federal land manager's assessment. If enacted, HR 5129 would put a cap on special event fees charged to organizations.

Education and Outreach: Commissioner Murphy encouraged organizations and clubs to be more involved with public outreach.

Fuel Tax Study/2018 Sunset: Chair Cabral stated that the fuel tax formula would need adjustment because the percentage of vehicles using fuel on-road would be much lower than vehicles that are off-road.

Vice Chair Lueder and Chair Cabral plan to meet with the Director and DPR staff to discuss requests from the OHV community regarding the program sunset and Transformation.

Pacific Crest Trail: Commissioner Patrovsky reported that during a hike he witnessed a motorcycle riding unlawfully on the PCT. He reported the incident to local law enforcement and the OHV coordinator for the San Bernardino Mountains Foundation. Commissioner Patrovsky also left a note on the windshield of the vehicle that hauled the motorcycle.

Chair Cabral asked Legal Counsel Kathryn Tobias to find out if there were any Grants awarded for OHV crossings on the PCT. He also wanted to know if those projects would be subject to CEQA.

Urban Parks/Acquisitions: Commissioner Slavik reported that he was looking into a possible OHV recreation area in Little Rock.

USFS Liaison: Chair Cabral reported that he reviewed and signed, as an individual, a comment document prepared by the Stewards of the Sequoia regarding the Sequoia National Forest's early adopter revisions to the forestland and resource management plans.

In response to Commissioner Slavik's inquiry about whether or not the ATV Safety Ad Hoc Committee and the OHV Safety Education Committee were two separate committees, Ms. Tobias stated she would research the matter. Commissioner Lemmon said that once the Commission receives clarification from legal counsel, he is ready to get involved with the duties of the Ad Hoc Committee.

AGENDA ITEM VI – BUSINESS ITEM: PRAIRIE CITY SVRA FINAL EIR AND GENERAL PLAN

The Commission held a public hearing to consider the certification of the Final Environmental Impact Report for, and approval of, the Prairie City SVRA General Plan.

Dan Canfield, Planning Manager, introduced Sector Superintendent Jeanne Sisson who presented an overview of Prairie City SVRA.

Prairie City SVRA Overview

The Maidu Native Americans occupied the area before settlers displaced them during the Gold Rush. During the early 1960s to 1972, Aerojet Rocketdyne used the land while they were developing the M1 rocket engine. From 1972 to 1975, the McGill family operated the property as a privately owned cycle park before selling it to Sacramento County. Sacramento County managed it as an OHV park until 1988 when the operation was turned over to California State Parks.

Today, Prairie City SVRA is a diverse OHV recreation park that offers a wide variety of facilities including a kart track and a quarter midget track. The flat track hosts a variety of events from competitive motorcycle training courses to supercross, ATV racing, and even lawnmower races. The motocross track, often referred to as the Hangtown Track, is a professional-level track for competitive and advanced riders. There are two kids practice tracks and practice tracks for more advanced riders.

The park's maintenance staff designed the 4x4 obstacle course with on-site input from 4x4 enthusiasts. Course features combine recreational opportunities with erosion control measures and include several obstacles ranging from sand and mud pits to a variety of hill climb challenges.

The Mud Mart concession store offers parts, supplies, food items, and maintenance and repairs of ATVs and motorcycles.

The Environmental Training Center, designed specifically for OHV education and training, consists of a building with a classroom, office, and equipment storage room; two training ranges; storage buildings; and a small trail system showcasing features such as switchbacks, bridges, and crossings. A variety of agencies and companies, such as the military, utility companies, and fire departments, also use the training facilities. Toyota Motors holds annual training sessions at Prairie City SVRA to familiarize their sales staff with the off-road capabilities of the company's four-wheel drive trucks.

Prairie City SVRA hosts approximately 200 special events per year. The largest event is the annual Hangtown Motocross Classic—a nationally televised motocross race that attracts professional riders from all over the world and up to 25,000 spectators. This race kicks off the 12-race Lucas Oil Pro Motocross Series and is one of the oldest and most notable trophies on the 12-race series. It is the only event on the series run by a motorcycle club and held on public lands.

Starting every spring, the park holds a ten-week mountain bike competition series with races held every Wednesday, the one day a week the park is closed.

The various promoters holding special events at Prairie City SVRA during the 2015/2016 fiscal year collected approximately \$1.8 million in revenue. The OHV Trust Fund receives ten percent of that amount as rent for the events.

The vernal pool management area is a network of buffer lands that are not open to OHV recreation; however, staff conducts annual vernal pool tours.

Storm water management practices include increasing vegetative cover, maintaining sediment basins, and installing infrastructure to slow, direct, and control water flow.

One of the most successful environmental management practices at Prairie City SVRA is the rotational hill climb rehabilitation program. When active erosion begins to occur due to lack of vegetation on a section of a hillside, the area is temporarily close for rehabilitation.

The park is home to a variety of mammals and birds. Bird surveys conducted four times a year by environmental staff provide valuable indicators of the overall environmental health of the park.

The area surrounding Prairie City SVRA is changing rapidly from agriculture and light industry to residential. Although the homes are not directly adjacent to the park, additional traffic and potential concerns from residents about dust and noise from OHV operations and special events could affect park operations.

The widening of White Rock Road improved traffic flow in and out of the park during large events, but adversely affected an access road used during special events. As the

project moves into the next phase, Prairie City SVRA managers and Division staff are working closely with Capital Southeast Connector JPA staff to protect and improve ingress and egress in the park.

Prairie City SVRA is a unique off-highway vehicle recreation park. The General Plan, if approved, gives park managers the direction and tools needed to make sure visitors continue to have high-quality recreation opportunities in an increasingly urban setting.

General Plan and Final Environmental Impact Report

Mr. Canfield presented an overview of the 2016 Prairie City SVRA General Plan and Final Environmental Impact Report (EIR). The General Plan is a broad-based policy document that establishes a long-range vision for the SVRA and provides goals and guidelines to direct future improvements, services, and programs. The General Plan and EIR are guides for future SVRA managers as they collaborate with the recreating public on the operation of Prairie City SVRA.

Substantial stakeholder and public involvement occurred during the development of the General Plan. The planning team conducted multiple public workshops, on-site meetings, and surveys to gather input from the SVRA visitors.

Some of the input provided by the visitors included the following:

- They liked the various track facilities but wanted improvements;
- They also liked the special events, but wanted better spectator facilities;
- They would like overnight camping; and
- The casual riding trails at Prairie City SVRA were relatively uninteresting and the tread surface was very poor because of all the cobbles left over from gold dredging.

Chapter 3 of the General Plan discusses these planning issues in detail. Chapter 4, pages 4-5, outlines a vision for the future of the park. It reads as follows:

“Prairie City SVRA will provide high-quality off-highway vehicle recreation and other recreational opportunities while protecting natural and cultural resources. Prairie City SVRA will develop and maintain a family-oriented model of an urban OHV recreation area that is flexible, responsive, and provides a high level of quality customer service. Opportunities will be provided for family and community outreach through environmental awareness, environmental stewardship, and safety training programs at this multi-use OHV recreation area.”

The General Plan divides the SVRA into different use areas. It identifies areas for specialty tracks, distributed OHV recreation, a trail network with improved tread surface, and resource management areas like the vernal pool and storm water management areas.

Chapter 4 of the General Plan also provides a set of goals and guidelines that cover visitor experience, water quality, natural and cultural resource management, and interpretation and education.

The planning team has prepared the General Plan and associated EIR for consideration and approval by the OHMVR Commission. Attached to the Staff Report is Resolution 01-2016 that was prepared to assist the Commissioners in forming a motion to consider certification of the EIR and approval of the Prairie City SVRA General Plan.

PUBLIC COMMENTS ON AGENDA ITEM VI – PRAIRIE CITY SVRA FINAL EIR AND GENERAL PLAN

Comments were heard from the following individuals:

- John Stewart, California Four-Wheel Drive Association
- Amy Granat, California Off-Road Vehicle Association (CORVA)
- Dave Pickett, District 36, Motorcycle Sports Committee
- Brian Joder
- Sylvia Milligan, Recreation Outdoors Coalition
- Nick Haris, American Motorcyclist Association

In response to Commissioners Litwin and Slavik's question about the cost of preparing a General Plan and EIR, Mr. Canfield stated that the consultant was paid approximately \$852,000. Mr. Canfield also informed the Commission that future projects at Prairie City SVRA would be subject to their own project-level funding.

With the passage of Senate Bill 742 in 2008, the OHMVR Division received a budget augmentation that provided for updates to outdated SVRA General Plans.

Mr. Canfield informed the Commission that there are various directives in the General Plan for SVRA managers to work with the South Capital Southeast Connector JPA to improve access to the park.

Ms. Sisson discussed possibilities for the Deer Creek Hills property, including the prospect of a land swap, or utilizing the property for interpretation programs or OHV recreation.

In response to Commissioner Slavik's inquiry, Mr. Canfield stated that the service-based budgeting process justifies time staff spends working on General Plans.

A brief discussion ensued about the Sacramento County planning map identifying Prairie City SVRA as general agricultural. Ms. Tobias stated that it is outside the jurisdiction of any city or county to zone State Park property.

Commissioner Litwin asked if the cities of Folsom and Rancho Cordova could add a deed restriction notice on each parcel sold indicating that there is an OHV park nearby. Ms. Tobias stated that it was in the jurisdiction of the cities and the State cannot require them to do that. She further stated that the best approach for park managers is to continue to work with the developers and the cities to keep the lines of communication open. Ms. Tobias assured Commissioner Murphy that a letter previously sent to the city requested the inclusion of a deed restriction notice.

In response to Commissioner Lemmon's concerns about isolating the vernal pools from OHV recreation, Mr. Canfield stated that the General Plan sets forth allowable uses for those areas, including non-motorized recreation and ingress and egress on the existing roadway. He also informed the Commission that an existing fence line marks the vernal pool area's border. Responding to Chair Cabral's question about the use of electric-assisted vehicles in vernal pool areas, Mr. Canfield stated that those types of decisions would be made at a project level basis.

Vice Chair Lueder encouraged park managers to begin work on the future entrance at the corner of Prairie City Road and White Rock Road not only for safety reasons, but also for public perception. It could provide staff with an opportunity to educate the public through interpretive programs as well as offer the public a beautiful entrance to the SVRA. He also encouraged staff to reach out to Folsom and Rancho Cordova City Councils and Planning Commissions in order to educate them about Prairie City SVRA.

Commissioner Lemmon made a motion to adopt Resolution 01-2016 as written.

Commissioner Murphy seconded the motion. A roll call vote was taken; motion carried.

Roll Call Vote

Approved: Commissioners Litwin, Lemmon, Murphy, Patrovsky, Slavik, Lueder, and Cabral

No: None

Abstain: None

Absent: None

AGENDA ITEM VII (A) – PROGRAM REPORTS: CARB RED STICKER OFF-HIGHWAY RECREATIONAL VEHICLE ASSESSMENT

Cassie Lopina, Air Pollution Specialist, Air Resources Board, presented an update on the Red Sticker Off-Highway Recreational Vehicle Assessment project. In 2013, the Board directed staff to assess the Red Sticker Program to investigate the evaporative and exhaust emissions impact of red sticker OHVs. Since early 2014, staff has been conducting population evaluations, emissions testing, and off-highway motorcycle (OHMC) surveys to evaluate the effectiveness of the current program.

OHMC Survey Results

U.C. Davis hosted an online survey of nearly 3,000 OHMC riders in California. A representative sample of riders was selected based on spatial allocation by county, DMV registration type (active and inactive), and vehicle type (red, green, historic [prior to 1997], and dual sport).

Survey questions were developed with extensive feedback from industry, including manufacturers, rider groups, and the OHMVR Division. As an incentive to participate, the OHMVR Division provided free day-use passes.

A total of 2,596 completed survey responses and an additional 281 partial responses were collected.

Survey question topics included:

- Popular OHV riding areas;
- Factors determining riding location;
- Round trip distance traveled to ride;
- Primary riding days;
- Gallons of fuel used daily;
- Additional OHVs owned;
- Any additional feedback riders wished to share; and
- Support for increased riding areas.

Major survey findings included:

- Riding area preference differs based on vehicle type—red and green sticker riders prefer SVRAs and dual sport riders prefer USFS;
- Dual sport vehicles are primarily used off-highway;
- Over 85% of red, green, and historic OHMC riders own an additional OHV;
- Cost does not significantly influence riding area preference;
- Riders were most concerned with riding area availability; and
- Approximately 35% of riders would support increased admission fees.

OHV VIN Decoder Update

CARB is developing an OHV vehicle identification number (VIN) decoder that would be used to identify vehicle makes, models, and model years from the DMV registration database. No software currently exists to adequately decode OHV VINs. Due to the absence of an adequate VIN decoder, State agencies developed their own strategy on how to decipher DMV data, which has led to inconsistent population numbers and reports. With the development of one accurate OHV VIN decoder to generate all reports within the State, there should be a reduction in these inconsistencies.

Next Steps

The next steps in the red sticker analysis process include the following:

- Conduct in-depth analysis of the survey responses;
- Complete the VIN decoder;
- Host a workshop to share the final survey data; and
- Work with stakeholders to develop a solution for the red sticker program.

A brief discussion ensued regarding VIN numbers and misidentification of vehicle types. Ms. Lopina assured the Commission that the collected data is statistically valid.

AGENDA ITEM VII (B) – PROGRAM REPORTS: BLM REPORT

Sandra McGinnis, Branch Chief of Resources, provided the following BLM update.

- On September 14, 2016, Secretary of Interior Sally Jewell signed the Desert Renewable Energy Conservation Plan record of decision.
- She encouraged the public to check out Planning 2.0, BLM's new planning process for Resource Management Plans. Major goals of Planning 2.0 are to facilitate public involvement by making project information more accessible, and improving and expanding landscape scale planning. Information on the Northern California Integrated Plan for Arcadia and Redding Field Offices is currently available to the public on BLM's Planning 2.0 web page.
- Ms. McGinnis assured the Commission and the public that BLM would be happy to include more OHV recreation articles in the online News.Bytes publication.
- She presented the following update on recreation permits on public lands:
 - In 2015, OHV use accounted for 50% of all commercial permits issued for organized groups and events.
 - A Special Recreation Permit (SRP) authorizes recreational use of public lands under the authority of the Federal Lands Recreation Enhancement Act.
 - The Recreation Permit and Fee Administration Handbook governs all SRPs.
 - Field offices issue the permits. SRPs are issued to control visitor use, protect recreational and natural resources, ensure that visitors know the rules, and provide for the health and safety of visitors.
 - Types of SRPs issued include commercial, competitive, vending, activities in special areas, and organized groups.
 - BLM California is developing an online application packet with examples of completed application materials.

In response to Chair Cabral's inquiry, Ms. McGinnis stated that family and friend gatherings do not necessarily warrant SRPs. Issuance of SRPs is dependent on conditions and resources in a particular area. Chair Cabral recommended that BLM list SRP requirements for different use areas on its website.

A discussion ensued regarding the BLM permit process. Commissioner Litwin requested training on the Recreation Permit and Fee Administration Handbook. The Commissioners discussed the possibility of setting up training for all Commissioners at the November meeting if it occurs in the Imperial Sand Dunes area.

Commissioner Lemmon requested BLM staff provide a more detailed report on how the DRECP affects the BLM sections within Ocotillo Wells SVRA.

An additional discussion ensued regarding the submission of articles for BLM's News.Bytes publication.

PUBLIC COMMENTS ON ITEMS NOT ON THE AGENDA

Comments were heard from the following individuals:

- Sylvia Milligan, Recreation Outdoors Coalition
- Amy Granat, California Off-Road Vehicle Association (CORVA)
- John Stewart, California Four-Wheel Drive Association

PUBLIC COMMENTS ON AGENDA ITEMS VII (A) - (B) – CARB RED STICKER OHV ASSESSMENT AND BLM

Comments were heard from the following individuals:

- John Stewart, California Four-Wheel Drive Association
- Dave Pickett, District 36, Motorcycle Sports Committee
- Nick Haris, American Motorcyclist Association

AGENDA ITEM VII – PROGRAM REPORTS: USFS

Deb Schonberg, Assistant Trails and Travel Management Program Lead, presented the following report:

- The public objection period for the Over Snow Vehicle Environmental Impact Statement (EIS) and Record of Decision for Lassen National Forest (NF) ends October 14, 2016.
- The Regional Office review of the draft EIS for Tahoe NF begins on September 12, 2016. Review of the draft EIS for Eldorado NF is scheduled for the beginning of October, and the Stanislaus NF review in January 2017.
- Ms. Schonberg presented a brief overview of the Federal Lands and Recreation Enhancement Act. The Act is a fee retention authority provided to public agencies to help support diminishing budgets for recreation program management.

A brief discussion ensued regarding the Forest Plan Revision process and the Pacific Crest Trail. Chair Cabral suggested that the USFS consider implementing a plan for the entire trail instead of individual plans for each forest.

PUBLIC COMMENT ON AGENDA ITEM VII – USFS

Comments were heard from the following individuals:

- John Stewart, California Four-Wheel Drive Association

AGENDA ITEMS VIII (1) – (3) – DIRECTOR'S REPORTS

Deputy Director Fuzie provided a brief overview of his background and experience.

AGENDA ITEM VIII (1) – DIRECTOR'S REPORTS: BUDGET REPORT

Deputy Director Fuzie presented a brief overview of the OHMVR Division budget. The Trust Fund had a beginning balance of \$77.618 million. The 2016/17 fiscal year estimated revenues include \$25.95 million in fuel tax, \$3 million in SVRA entrance fees, \$17 million in OHV registration fees, and close to \$2 million in miscellaneous revenues.

The Budget Act fully repays the outstanding OHV Trust Fund loans totaling \$112 million, which brings the Trust Fund balance to \$237.4 million.

The Budget Act provided for spending authority in the amount of \$105 million—\$26 million for the Grants and Cooperative Agreements program, \$17 million for capital outlay projects, and \$62 million for support operations, leaving an ending balance of \$131 million in the Trust Fund.

The Division annually spends approximately \$15 to \$17 million more than it brings in; therefore, if nothing changes, the Trust Fund will run out of funds in seven years.

A brief discussion ensued regarding the budget, Trust Fund, and current diversions, as well as possible methods of providing more stable funding sources.

AGENDA ITEM VIII (2) – DIRECTOR’S REPORTS: GRANTS PROGRAM

Sixto Fernandez, Grants Manager, presented an overview of the Grants Program. The 2015/16 grants cycle approved 137 projects totaling \$23.25 million. The Grants team is working with successful applicants to prepare agreements for the 2015/16 grant projects, and approving payment requests and closing out open projects from prior Grant cycles. The 2016/17 grants cycle starts in January 2017.

Applications for the Recreational Trails Program grant cycle are due October 31, 2016.

In response to Chair Cabral’s request, Mr. Fernandez assured him that notices about the 2016/17 workshops would be sent to the Commissioners.

Commissioner Slavik suggested that the re-authorization process should look into revising current laws restricting the transfer of grant funds from one category to another.

A brief discussion ensued regarding the Madera County half million dollar grant request for a planning project at Black Hawk Ranch Recreation Area. Mr. Fernandez stated that the \$26,000 award provided them with enough funds to perform a study as part of the CEQA process or complete another project.

In response to Commissioner Litwin’s inquiry, Mr. Fernandez stated that the budget proposal for the 2016/17 grants cycle is \$30 million.

AGENDA ITEM VIII (3) – DIRECTOR’S REPORTS: LEGISLATION

Tina Williams, OHMVR Division staff member, presented a summary of legislative activity for September 2016. Five of the 12 bills reported on had some major activity within the last six months.

- AB-2175 prohibiting the diversion of Trust Fund money to the General Fund failed.
- SBX1-1 and ABX1-26 are identical bills and part of an extraordinary session that ends on November 30, 2016. The bills address California’s highway systems

and deferred maintenance. If the bills pass, they would divert the \$10 million currently earmarked for the General Fund to the Highway Users Fund.

- SB-1345 extends Inyo County's combined motorized use pilot project until January 1, 2020. The bill has been chaptered and signed by the Governor.
- HR-1838 would establish the Clear Creek National Recreation Area and designate a new Joaquin Rocks Wilderness to be managed by BLM. The bill was received in the Senate and referred to the Committee on Energy and Natural Resources on July 16, 2016.

A brief discussion ensued regarding the possibility of holding the November Commission meeting in the Imperial Sand Dunes Recreation Area. Chair Cabral requested the addition of a Transformation update on the November agenda.

Chair Cabral announced that the Carnegie SVRA General Plan Commission meeting would be held in the near future. Commissioner Slavik requested Commissioners Lemmon and Litwin tour Carnegie SVRA prior to the meeting.

PUBLIC COMMENT ON AGENDA ITEM VIII (1) - (3) – DIRECTOR'S REPORT

Comments were heard from the following individuals:

- John Stewart, California Four-Wheel Drive Association
- Dave Pickett, District 36, Motorcycle Sports Committee
- Nick Haris, American Motorcyclist Association

A brief discussion ensued regarding the Carnegie SVRA General Plan and EIR. Chair Cabral encouraged the Commissioners to read the documents and visit the park in preparation of the Commission meeting. Dan Canfield, Planning Manager, stated that the documents are available at CarnegiePlan.com. The February Commission meeting held a hearing on the Carnegie SVRA General Plan EIR. Approximately 60 members of the public testified at the meeting. The transcript of those testimonies, along with any letters that were submitted, was added into the EIR and the planning team responded to those comments. The planning documents will be updated with this information and made available in the near future.

Vice Chair Lueder made a motion to adjourn, seconded by Commissioner Litwin, motion carried. Meeting adjourned at 3:09 p.m.